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INFORMATION REPORT

PREPARED AND DISSEMINATED BY
CENTRAL INTELLIGENCE AGENCY

COUNTRY

Hungary

SUBJECT

Ikarus Karosszéria és Jármű Gyar: Final Assembly
Plant for Military and Civilian Vehicles

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Ikarus Karosszéria és Jármű Gyar located in the northeast section of the city of Matyasföld. [redacted] not certain, that the street address of this plant was Margit Ucca #12. Here bodies were made for and final assembly was completed on buses, trucks and military chassis which were driven in from Csepel Autógyár.

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2. Civilian production at the plant [redacted] was as follows:

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- a. The "Ikarus 30". This was a 30 passenger bus which was used domestically but also exported to Poland, China, Rumania, East Germany, [redacted] and to a middle-eastern desert country [redacted]. The engine were mounted on the chassis at Csepel Autógyár and delivered to [redacted] plant where the body was installed and final assembly was done on the vehicle. [redacted] the "Ikarus 30" was powered by an eight cylinder Diesel engine (although it may only have had six cylinders) which was produced at Csepel Autógyár. Three or four of these buses were produced daily.
- b. The "Ikarus 60". This was a 60 passenger bus which was used domestically and also exported to Poland, China, Rumania, East Germany [redacted]. It was designed for civilian use, but it would be possible to convert it to military use as an ambulance or troop carrier. Its Diesel engine was mounted at the front of the vehicle as was the engine of the "Ikarus 30". Two to three were produced daily.
- c. The "Ikarus 55". This 55 passenger bus was powered by a Csepel Autógyár eight cylinder Diesel, but its engine was mounted in the rear. This vehicle was handsome and streamlined in appearance but was not well made. In fact, the engines and bodies on all three model buses were of poor quality. [redacted] the engines were good for only 60 thousand kilometers of use. They had just started producing the "I-55" [redacted] in 1954. [redacted] This model was to be available for export.

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- d. [] occasionally an order would come down to have specified numbers of all these models be painted in khaki. Presumably these were destined for the military services.
3. Military vehicles were also assembled at Ikarus Karosszéria és Jármű Gyar. They included:
- a. The Csepel 300. This was a three ton truck designed primarily for military use, but which was also utilized in some civilian capacities. Those destined for the military were equipped with gasoline engines and those for civilian use with Diesels. As in the case of the buses, the truck chassis were driven in from Csepel Autogyar to have the bodies, cabs, etc, assembled. This truck had four-wheel drive and [] both the gasoline and Diesel engines turned over at high RPM's.
 - b. The "Csepel 350". This was a 3½ ton truck with two rear axles. Some of the "350's" were adapted for dump-truck use /sic/.
 - c. Army ambulances. Five to six ambulances were produced daily each capable of carrying six patients. These were being sent to North Korea during the Korean War.
 - d. Army Radio Cars "Hirado Kocsi". [] no details on these vehicles.
 - e. Six to eight-man personnel carriers "Raj Kocsi".
 - f. Gasoline trucks, "medical consultant trucks" and police cars were also assembled upon special order.
4. [] Ikarus Karosszéria és Jármű Gyar in 1954, there were approximately two thousand employees (300 of them clerical) working three eight hour daily shifts for five days a week. Only two shifts were worked on Saturday. There was no regular production rate set up for the military trucks but four to five could be produced daily with the facilities which existed in 1954.
5. [] specific points and buildings
[] sketch of Ikarus Karosszéria és Jármű Gyar,
[]
- a. Point #1. Main Gate. There were four or five plant guards on duty here. They checked passes when the workers entered and left the plant and "frisked" each employee upon his departure to see that nothing had been stolen.
 - b. Point #2. Gas Station. This station evidently had a storage of considerable capacity since vehicles would gas up here daily for hundreds of miles of experimental driving.
 - c. Point #3. Main Office. All the administrative and planning offices were located here.
 - d. Point #4. The Press Workshop. Stamp presses with rubber beds were located in this workshop and it was here that the top sections of the radiators and many of the curved sections of the bus body were made.
 - e. Point #5. Storage room. Ready-made items from other factories such as switches, headlights, etc, were stored here.

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- f. Point #6. Assembly Shop. Buses were assembled here.
- g. Point #7. Tire Storage Area.
- h. Point #8. Military Vehicle Assembly Shop. Experimentation as well as assembly went on here. [redacted] they were building an experimental 10-ton truck [redacted] in 1954. 50X1-HUM
- i. Point #9. Similar work was being done here as at point #8.
- j. Point #10. This was a coal-fired heating plant and not an electric power plant. There was no auxiliary electric power plant located at Ikarus Karosszeria és Jármű Gyar. Our electric power probably came from a plant in Budapest and [redacted] no power failures of any significance. 50X1-HUM
- k. Point #11. Carpenter Shop.
- l. Point #12. Seat Manufacturing Shop.
- m. Point #13. Discarded Parts Storage Area. Workers were rewarded if they could find a part in this scrap pile which could be used on another vehicle.
- n. Point #14. Radiator Workshop.
- o. Point #15. Sheet Metal Shop.
- p. Point #16. Sports Grounds.
- q. Point #17. Carpenter Shop. 50X1-HUM
- r. Point #18. Locksmith Shop.
- s. Point #19. Culture Hall
- t. Point #20. Cemetery

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NW

NORTH

NE

SKETCH MAP OF

IKARUS KÖRÖSSZEREA ÉS JÁRMŰ
GYÁR.

Compiler:

Date:

Transmitting unit:

Key reference point:

Coordinates (if known)

Approximate Scale

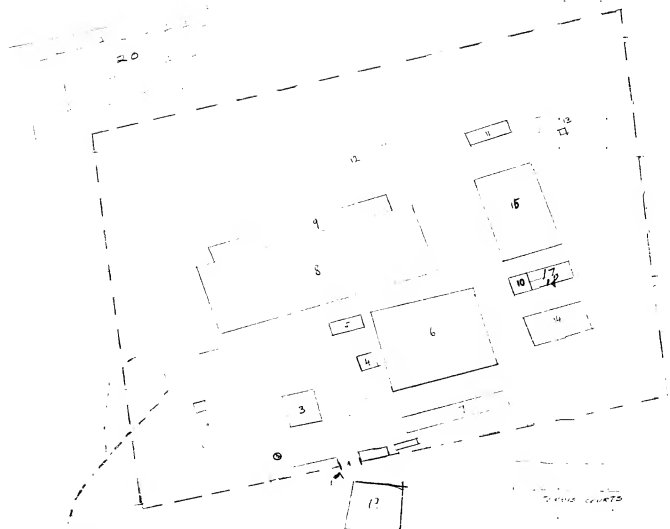
1 inch equals approx 5 km

KEY

- 1 FENCE
- 2 GATE
- 3 GAS STATION
- 4 MAIN OFFICE
- 5 PRESS WORKSHOP
- 6 STORAGE ROOM
- 7 ASSEMBLY SHOP
- 8 TIRE STORAGE
- 9 MILITARY
- 10 PART WORKSHOP
- 11 POWER HOUSE
- 12 CAR SHED
- 13 ST. MARY'S CHURCH
- 14 RAILROAD WORKSHOP
- 15 SHEET METAL SHOP
- 16 STONE WORKSHOP
- 17 CARPENTER SHOP
- 18 LOCK WORKSHOP
- 19 COOKING SHOP
- 20 FENCE

EAST

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THIS AREA IS HARDLY A ROAD HAS NOT BEEN DRAWN BY THE SOURCE TO INDICATE THAT THE DISTANCE BETWEEN THE

ROAD LEADING TO PLANT

ROAD LEADING TO BUDAPEST

SW

SE

1000m

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